

METROPOLITAN ASSOCIATION FOR IMPROVING THE DWELLINGS OF THE INDUSTRIOUS CLASSES.—The object of this association is to provide a remedy for great existing evils, by enabling the labouring man to procure a comfortable, cleanly, and healthy habitation, at a less expense than is at present paid for very inferior and unhealthy accommodation, arising from want of ventilation, bad drainage, and the crowded state of apartments. To effect this, it is proposed to erect—1st. Dormitories for single men, or large rooms divided into compartments, with a separate bed to each occupier, which could be afforded at as low a rate as is paid at present by each person when three or four sleep in one bed. 2nd. Well-drained and ventilated buildings to be let to families in sets of rooms with an ample supply of water on each story. We find among the patrons of this measure the names of Lord Ashley, the Earl of Devon, Viscount Ebrington, Lord Francis Egerton, Lord Robert Grosvenor, Viscount Morpeth, and the Marquis of Normandy.

THE SINKING OF THE CUSTOM-HOUSE QUAY, DUBLIN.—On Tuesday evening, the 15th instant, a very singular occurrence took place at the Custom-house quay, and immediately in front of the Custom-house—a portion of the quay, about 130 yards, having suddenly sunk from its usual level, upwards of 7 feet, and in some places 15 feet in depth. The breadth of the breach varies from 5 to 7 yards, and, what is very strange, the outer wall next the river kept its place, sinking a little, but not slipping from its original position. The breach was immediately filled with water, as the river rushed into it, and a good deal of apprehension prevailed for some time, as it was feared that additional damage might be done to the Custom-house itself, which is built upon piles, and the site was originally a marsh. It is the opinion, we understand, of very able engineers that the building has been erected too near the river; and a scientific gentleman said he had no doubt that the vast superincumbent weight of the immense pile has, in no slight degree, aided in the action of the water, in causing the occurrence. The appearance of the place is very curious, and several eminent engineers have stated that it is a singular circumstance how the outer wall stood while the back portion fell so low. We understand that the foundation of this portion of the quay was on a blue clay bottom, which must have been cut away by the constant ebbing and flowing of the tide; but the difficulty which arises here in reference to the preservation of the outer wall is not so easily solved. The wall, however, was built on a foundation sunk very low; the materials of the wall too are all very heavy stone, while the back was filled in loosely without any precaution as to the foundation, and this may account for the accident to the latter. From the neglected state of the Custom-house sewers, scientific men are of opinion that the foundation which supports the building itself (one of the finest in Europe) must eventually suffer. This should be looked to in time, as further neglect may cause a serious calamity.—*Freeman's Journal.*

PUBLIC WORKS.—It would seem that the government intend to expend money on "public works," and the example of Sir R. Peel, in his gift of 1,000*l.* for a park at Manchester, has attracted some attention to the subject. It appears that Parliament voted 10,000*l.* for public walks in the year 1840, and by a return printed in the session of 1843, only 500*l.* was stated to have been expended, in the following manner:—"The Provost of Dundee—Improving Magdalen-yard 300*l.*; and the Provost of Arbroath—improvements in the neighbourhood of that town, 200*l.*" It is added in the return "the remaining 9,500*l.* is still in the Exchequer."

Mr. James Dunning Harvey (second son of the late Mr. Harvey, master mariner and civil engineer for roads, &c.), has executed a survey of Weymouth, the north end of Portland and parts adjacent, with the line of the intended Breakwater; also of Weymouth and Portland, with Race and Shambles, and the line of the proposed Breakwater, on a scale of 4 inches to a mile. These surveys will tend materially to elucidate the important claims of Portland Roads, as the best position for a central harbour of refuge in the British Channel.—We understand the dockyard at Cherbrough is increased considerably.—*Dover Chronicle.*

PUBLIC BATHS IN BIRMINGHAM.—A meeting of highly influential inhabitants of this town and neighbourhood was held in the committee-room of the Town-hall on Tuesday morning last, Mr. W. Beale in the chair, for the purpose of making preliminary arrangements for a town's meeting to consider the best means of providing public walks and baths for the use of the inhabitants. Amongst those present were Messrs. James Taylor, James James, H. Luckock, W. Chance, G. Barker, and William Scholefield; Aldermen Beale, Phillips, and Cutler; Messrs. W. Phipson, Joseph Sturge, Clement Ingleby, James Turner, J. Tyndall, Abel Peyton, C. Geach, T. E. Lee, B. Chesshire, J. H. Beilby, T. R. T. Hodson, John Beale, Bourne, E. Alldridge, J. Plevins, N. Banks, T. Ragg, D. Barnett, C. Lawden, and H. Simons, and many other gentlemen. Alderman Cutler opened the proceedings by calling attention to the importance of the subject, and detailing the acts of the Select Committee of the House of Commons appointed to consider the best means of providing places of recreation for the inhabitants of populous towns. On the report of this committee being made, the House granted, at two different periods, the sum of 15,000*l.* to aid the inhabitants of large towns in the formation of public walks and places of recreation. Alderman Cutler also stated the correspondence which had taken place between the corporation and the Government on the subject. Resolutions in furtherance of the objects in view were passed, and a vote of thanks having been carried to the chairman, the meeting separated.—*Birmingham Gazette.*

DEEPENING OF THE RIVER AT GLASGOW.—We are informed that, since the 29th March last, nearly 11,000 cubic yards of mud, sand, and gravel, have been dug out of the bed of the river, betwixt the Stockwell and Wooden Bridges, being fully more than one-third of the quantity necessary to be taken out by spade labour, before the introduction of the dredging-machine. This improvement, when completed, will be equally useful and ornamental, and will remove the unsightly appearance of the bed of the river being exposed at low water in the very centre of the city.—*Glasgow Herald.*

PROPOSED NEW ROAD FROM HUNTERFORD BRIDGE TO KENNINGTON.—It is in contemplation to create a new street or line of road from the terminus of the Suspension Bridge, in the Belvidere-road, Lambeth, to the main road commencing at the Asylum, leading to Kennington and Vauxhall. On Monday last surveyors were engaged in measuring the line of road, and ascertaining the value of the property through which it will pass. From the terminus the road will cross the York-road, through the Lower Marsh, and emerge at the corner of Oakley-street, in a direct line with the Kennington-road.

NEW BARRACKS.—The Board of Ordnance have in hand the erection of various new spacious barracks in the north of England, which will involve an enormous outlay. They also contemplate, if the contract for them has not been already taken, building barracks at Worcester and Bristol, in neither of which cities has there hitherto been any accommodation for troops.—*Hampshire Telegraph.*—It has been finally determined to erect a barracks capable of containing 1,000 men at Portsea.—*Hampshire Advertiser.*

ANCIENT THEATRE DISCOVERED UNDER GROUND.—In the city of Parma has been discovered at a great depth, and in good preservation, the theatre of the ancient town. The government has ordered further excavations to be immediately commenced, and has purchased a number of houses belonging to individuals, which stood in the way of complete exploration.

MARY-LK-BONE AND PADDINGTON HOSPITAL.—The munificent offer of 2,000*l.* has been made towards the funds of this hospital by an anonymous subscriber, upon condition that the committee are prepared to commence building within twelve months. The subscriptions already amount to 15,000*l.*, including 100*l.* from her Majesty the Queen Dowager.

NOTTINGHAM IMPROVEMENTS.—A new street is to be formed in Nottingham, from the end of Lister-gate to Wheeler-gate, an improvement much needed. Many improvements have, within the last few years, been made in Nottingham.

Tenders.

TENDERS delivered for alterations to a house in Duncan-place, City-road.—Mr. James Harrison, No. 1, Holford-square, Pentonville, Architect. October 17.

Bagg	£245
Hambrook	244
Locke and Nesbitt	238
Smith	225

TENDERS delivered for Repairs and Alterations at Mr. H. Weston's, 242, High Holborn.

Pearse and Gerrier	£346 0
Brighton	345 0
Waltmore	309 0
Judd	291 8
Fawcett	280 0
Williams	263 0
Chesterman	259 0
Spilkins	254 0
Harrop	247 0
Gerry	229 0

The tenders were opened in the presence of the contractors.

NOTICES OF CONTRACTS.

For the Building of Four Almshouses in the city of Ely.—T. and G. Archer, Solicitors, Ely. October 29.

For the supply of Guernsey Granite Chippings, and Kentish Ragstone to the Board of Guardians of the Parish of Camberwell, Surrey.—Thomas W. Plum, Clerk of the Board, Havil-street, Camberwell. October 30.

For the Construction of 1,000 Yards of the Glasgow, Garnkirk, and Coatbridge Railway, together with a Viaduct and a Swiss Bridge. Also of 1,120 Yards of the Eastern Extension of the same Railway, near Coatbridge.—Mr. Niel Robson, Civil Engineer, 51, St. Vincent-street, Glasgow. October 30.

For Sloughing and Bottoming the Burton Pitsea west Drain.—Robert Gibson, Keyingham, or George Iveson, clerk to the Commissioners of the Keyingham Level Drainage. October 30.

For the Construction of Lots 1 and 2 of the Great Southern and Western Railway (Ireland). Lot 1 comprises a distance of about 9½ miles; Lot 2 comprises a distance of about 10½ miles.—Sir John Macneill, Engineer to the Company, 28, Rutland-square, Dublin. November 1.

For the supply of Memel, Red Pine, and Larch Timber to the Great Southern and Western Railway (Ireland).—Sir John Macneill, Engineer to the Company, 28, Rutland-sq., Dublin. Nov. 2.

For the Construction of 1 Mile and 654 Chains of the Ashton, Stalybridge, and Liverpool Junction Railway.—The Secretary of the Company, at the Manchester and Leeds Railway Offices, Palatine-buildings, Hunt's Bank, Manchester. November 4.

For the supply of Paving, Flint, Winstone, and Bombay Granite, &c.—Frederick Tritton, Clerk to the Trustees for Lighting, &c. the South District of St. George the Martyr, 11, Three Crown-square, Southwark. November 5.

For supplying her Majesty's Dockyard at Chatham with White Lead, and her Majesty's Dockyards at Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Devonport, with Red Lead.—The Secretary of the Admiralty, Somerset-place, London. November 5.

For the Erection of a new Barrack Establishment at Bristol.—C. J. Selwyn, Major and Commanding Royal Engineer, Exeter. November 7.

For the performance of such Bricklayers', Carpenters', Masons', and other Works to be done in the Cleansing, Building, and Repairing of the several Public Sewers and Drains within the Ranelagh and Counters' Creek Districts.—Lewis C. Hertalet, Sewers' Office for Westminster, No. 1, Greek-street, Soho-square. November 8.

For Works in the Construction of a New Dock in Kingston-upon-Hull.—Mr. John B. Hartley, Civil Engineer, Liverpool. November 11.

COMPETITIONS.

PREMIUM of 25 guineas for the best and another of 15 guineas for the second best design for laying out for building purposes a plot of land, containing about nine acres and a half, situate in the borough of Reading, having a frontage of upwards of 900 feet, and being of the depth of about 460 feet. Further particulars of J. J. Blandy, Esq., Solicitor, Reading; or of Messrs. Gregory, Faulkner, Gregory, and Bourdillon, 1, Bedford-row, London. November 15.

NOTE.

The article inserted in our last number on "Paper-hangings" has the appearance of being the entire paper read before the Decorative Art Society on the 9th instant; this is by no means the case. In justice to Mr. Cowtan, we feel bound to state that we simply gave what